Federal Ministry
Republic of Austria
Climate Action, Environment,
Energy, Mobility,
Innovation and Technology

Austrian Plan for Aviation Safety 2023

Vienna, 2023

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1 Introduction

1.1 Overview of the Austrian Plan for Aviation Safety

Austria is committed to enhancing aviation safety and to the resourcing of supporting activities. The purpose of the Austrian Plan for Aviation Safety (APAS) is to continually reduce fatalities, and the risk of fatalities, through the development and implementation of a national aviation safety strategy. A safe aviation system contributes to the economic development of Austria and its industries.

The APAS constitutes the framework for the proactive management of safety-related activities on national level. It promotes the effective implementation of the Austrian Safety Oversight System, a risk-based approach to managing safety as well as a coordinated approach to collaboration between Austria and other States, regions, industries and Regional Safety Oversight Organisations (EASA). While Safety Management at the State level is defined in the Austrian Aviation State Safety Programme document, at the aviation industry level this systemic approach is implemented by means of respective Safety Management Systems (SMS). All stakeholders are encouraged to support the implementation of the APAS as the strategy for the continuous improvement of aviation safety in Austria.

Risk management activities at State and industry level result in the identification of such risks, which may impact the Austrian civil aviation safety system. Consequently, suitable actions and/or mitigating measures are developed, followed by expert evaluation of their effectivity.

Furthermore, the APAS comprises risks and associated actions/mitigating measures, which are included in the ICAO European and North Atlantic Regional Aviation Safety Plan (RASP) and the European Plan for Aviation Safety (EPAS) as Member State Tasks (MST) and Safety Promotion Tasks (SPT), as applicable.

The Austrian Plan for Aviation Safety is in alignment with the ICAO Global Aviation Safety Plan (GASP, Doc 10004), the ICAO Regional Aviation Safety Plan (ICAO EUR NAT RASP) as well as the European Plan for Aviation Safety (EPAS). It has been established in conformity with Article 8 of Regulation (EU) 2018/1139, to accompany the Austrian Aviation State Safety Programme (AASSP).

1.2 Relationship between GASP, RASP, EPAS and APAS

1.2.1 GASP

The Global Aviation Safety Plan[1] (GASP) has been established by the International Civil Aviation Organization (ICAO) in order to support the prioritization and continuous improvement of aviation safety worldwide. It promotes coordination and collaboration among international, regional and national initiatives aimed at delivering a harmonised, safe and efficient international civil aviation system.

The GASP assists ICAO Member States and regions around the world in their air navigation safety policies, planning and implementation by

- setting out global air navigation safety objectives;
- providing a planning framework, timetable and guidance material for States and regions; and
- outlining implementation strategies and best practice guidance materials.

The GASP requests the establishment of a National Aviation Safety Plan in order to describe the strategic direction for the management of aviation safety at the national level, for a set time period. It outlines to all stakeholders, where the Civil Aviation Authorities (CAAs) and other entities involved in the management of the respective State's aviation safety should allocate resources for the upcoming years.

1.2.2 RASP

The regional aviation safety plan is the master planning document containing the strategic direction for the management of aviation safety at the regional level for a set time period (ICAO EUR Region). It outlines to all stakeholders where the different regional entities involved in the management of aviation safety should target resources over the coming years. RASP is based on GASP and influenced by EPAS

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[1] ICAO Doc 10004, Global Aviation Safety Plan

1.2.3 EASP/EPAS

In the European aviation system, rulemaking, safety oversight and safety promotion activities are shared between the EU Member States and the European Institutions. The European Aviation Safety Programme[2] (EASP) describes the roles and responsibilities of the Institutions of the European Union, of the European Union Aviation Safety Agency and of each of the Member States while performing these functions. The European Plan for Aviation Safety (EPAS) is a component of the EASP and provides a framework for safety at the Union level. As an important part of the EPAS, Member State Tasks (MST) are defined and all Member States should strive to implement them.

1.2.4 AASSP/APAS

The aim of this Austrian Plan for Aviation Safety (APAS) is to provide a systematic overview of the strategic priorities, identified safety risks and actions and/or mitigating measures taken. The document allows for the effective communication of relevant information to all stakeholders and collaborative efforts to improve safety on a continuous basis. It outlines safety risks and actions/measures taken pertinent to the year **2021** and **before**. Those have been identified along with the analyses of safety performance at national level, also taking into account European, regional and global levels.

The APAS complements the AASSP document in pursuing a strategic perspective with respect to the implementation of Safety Management at both State and industry levels, emphasizing risk-based and performance-based approaches. In this context, Austria is in the process of developing meaningful risk profiles for all relevant industry stakeholders.

Furthermore, the APAS delineates activities, such as safety promotion, aiming at improving safety at the operational level, also considering lessons learnt from occurrences, hazards identification and other available sources.

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[2] Report from the Commission to the European Parliament and the Council, "The European Aviation Safety Programme", COM(2022) 529 final and COM(2022) 529 final - Annex

1.3 Relationship between the Austrian Plan for Aviation Safety (APAS) and the Austrian Aviation State Safety Programme (AASSP)

Through an effective State Safety Programme, Austria identifies and mitigates national operational safety risks. The Austrian Aviation State Safety Programme document provides safety information to the Austrian Plan for Aviation Safety. The AASSP allows Austria to manage its aviation activities in a coherent and proactive manner, it measures the safety performance of its civil aviation system, monitors the implementation of the APAS' Safety Enhancement Initiatives (SEIs)[3] and addresses any identified hazards and deficiencies. The APAS is one of the key documents produced as part of Austria's Aviation State Safety Programme documentation. Austria defines and drives the implementation of SEIs generated by the Austrian risk management process drawn from the GASP, RASP and EPAS by the mean. It also allows Austria to determine initiatives to strengthen its Aviation State Safety Programme or otherwise needed to achieve its safety objectives.

Further information on Austria's State Safety Programme can be found in the Austrian Aviation State Safety Programme document, which can be downloaded at bmk.gv.at.

1.4 Structure of the Austrian Plan for Aviation Safety

The APAS presents the strategy for enhancing aviation safety and comprises of the following five sections and one Appendix:

- Introduction,
- Purpose of the Austrian Plan for Aviation Safety,
- Austria's Strategic Approach to Managing Aviation Safety,
- Safety risks, and
- Monitoring of the Implementation

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[3] The Austrian Safety Enhancement Initiatives (SEIs) are listed in the Appendix to the APAS.

1.5 Responsibility for the Development, Implementation and Monitoring of the Austrian Plan for Aviation Safety

The Austrian Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) is responsible for the development, implementation and monitoring of the APAS, in collaboration with Austro Control GmbH, the Austrian Aero-Club, the Austrian Safety Investigation Authority and the national aviation industry and other relevant stakeholders.

1.6 Operational Context

The following tables give an overview of the size and complexity of the Austrian aviation industry/system by area, dated September 2022.

Table 1: Aircraft Register

Item	Number of licences or approvals
Sailplanes	250
Ultralight aircraft	45
Aircraft below 2000 kg	726
Aircraft from 2000 kg until 5699 kg	120
Aircraft over 5699 kg	543
Rotorcraft	255
Balloon	207
motorised Hang glider	30
motorised Paraglider	78
Total	**2254**

Table 2: Licences[4]

Item	Number of licences or approvals
Sailplane Pilot Licence	3040
Ultralight Pilot Licence	378
Private Pilot Licence	6292
Commercial Pilot Licence	2526
Airline Transport Pilot Licence	4360
Light Aircraft Pilot Licence	465
Multi Pilot Licence	119
Private Helicopter Pilot Licence	339
Commercial Helicopter Pilot Licence	498
Helicopter Pilot Licence	35
Balloon Pilot Licence	200
Hang-/Paraglider Licence	8756
motorised Hang-/Paraglider Licence	472
national Parachutist Licence	2255
Maintenance Licence	139
Maintenance 1. Class Licence	38
Part 66 Licence	1125
ATCO Licence	372
Total	**31209**

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[4] Does not include drone pilot licences

Table 3: Organisations

Item	Number of licences or approvals
Maintenance	126
Production	22
Design	15
Approved Training Organisation Aircraft, Type Rating Training Organisation Aircraft, Flying Training Organisation Aircraft	46
Approved Training Organisation Helicopter, Flying Training Organisation Helicopter	9
Declared Training Organisation Aircraft	47
Declared Training Organisation Helicopter	0
Declared Training Organisation Balloons	3
Declared Training Organisation Sailplane	59
Approved National Civil Aviation School Hang- and Paragliding	40
Approved National Civil Aviation School Parachute	11
Approved National Civil Aviation School Ultralight-aircraft	8
Part 147 Training Organisation	3
Total	**389**

Table 4: Aero Medical

Item	Number of licences or approvals
Aeromedical Centres	3
Aeromedical Specialist	63
Medical Specialist	105
Aviation Psychologist	8
Total	**179**

Table 5: Flight Operation

Item	Number of licences or approvals
Aircraft	40
Rotorcraft	11
Balloons	31
Total	**82**

Table 6: Drones

Item	Number of licences or approvals
Drones on register	35932
Drone pilot licences	54198

Table 7: Aerodromes and Ground Handling

Item	Number of licences or approvals
Aerodromes	6

Table 8: Air Navigation Services

Item	Number of licences or approvals
Air Navigation Service Provider	1

2 Purpose of the Austrian Plan for Aviation Safety

The Austrian Plan for Aviation Safety is the master planning document containing the strategic direction of Austria for the management of aviation safety. This plan lists national, **regional**, and European safety issues to address identified safety deficiencies.

The APAS addresses all aspects of civil air transport at the State level, with the objective of providing a clear and comprehensive planning and implementation strategy for the future development of the entire civil aviation sector. The Austrian Plan for Aviation Safety contains in-depth information specific to aviation safety.

The Austrian Plan for Aviation Safety has been developed using international safety goals and targets and high-risk categories (HRCs) from the GASP, the EUR NAT RASP and the EPAS. The safety enhancement initiatives (SEIs) listed in the GASP, RASP and EPAS support the improvement of safety at regional and international level. These Plans include several actions to address specific operational safety risks and recommended actions for individual States. Austria has adopted these SEIs where relevant and has included them in the appendix to this plan. Cross-references to the individual EUR NAT RASP SEIs and EPAS SEIs are provided, if applicable.

3 Austria's Strategic Approach to Managing Aviation Safety

3.1 General

The Austrian Plan for Aviation Safety presents the actions derived from Austria's safety risk management process, the safety data collection and processing systems, as well as the work undertaken by service providers in the development and implementation of their safety management systems (SMS). This plan is developed and maintained by the Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology, in coordination with Austro Control GmbH and the Austrian Aero-Club. The APAS will be updated on a yearly basis.

The actions in this plan are implemented through Austria's existing safety oversight capabilities and the service providers' SMS. Some of the national actions are linked to overarching actions at the regional and international levels and help to enhance aviation safety globally.

The Austrian Plan for Aviation Safety also addresses emerging issues. Emerging issues include concepts of operations, technologies, public policies, business models or ideas that might impact safety in the future, for which insufficient data exists to complete typical data-driven analysis. It is important that Austria remains vigilant on emerging issues to identify potential operational safety risks, collects relevant data and proactively develops mitigations to address them.

The full list of actions/SEIs is presented in the appendix to the APAS.

3.2 Safety promotion

Noteworthy is that Austria focuses on numerous safety promotion initiatives and activities, delivered by highly qualified and experienced authority personnel. In the context of safety promotion, such as Season Opener events, Road Shows, trainings, workshops, safety briefings, folders, leaflets, surveys, self-assessment checklists, and tailored industry guidance, topics of significant impact on aviation safety are shared with the aviation community.

The existing risk management process emphasizes also on human factors or their contribution to safety events. Hence, Austria is enabled to address the human error topic as a recurring factor in occurrences by considering systemic correlations and observing it as an integral part of managing safety more effectively.

Overall, safety promotion is an essential mean in the enhancement of safety performance of all stakeholders. Various activities have also resulted in significant improvement of the reporting culture, whereas further efforts will be made to refine data and information quality.

Safety recommendations of Union-wide relevance within the European Central Repository for Safety Recommendations in aviation (ECR-SRIS) are now publicly accessible, which allows for direct sharing/dissemination of important information to concerned stakeholders.

4 Safety Risks

4.1 General

The Austrian Plan for Aviation Safety includes actions that address national operational safety risks, derived from lessons learned from operational occurrences and from a data-driven approach. These SEIs may include:

- rule-making;
- policy development;
- targeted safety oversight activities;
- safety data analysis and
- Safety promotion.

4.2 Operational Safety Risks

The National Safety Action Points (NAPs) are based on national High Risk Categories (HRC) of occurrences in Austria, identified through a data-driven approach.

The following national high-risk categories (HRCs) of occurrences in the context were considered of the utmost priority because of the **number of occurrences reported** and the total risk for the aviation systems associated with such events. They were identified based on analyses from mandatory and voluntary reporting systems between 2015 and 2021.

1. ARC: Abnormal runway contact
2. LOC-I: Loss of control – inflight
3. CTOL: Collision with obstacle(s) during take-off and landing
4. TURB: Turbulence encounter
5. LOLI: Loss of lifting conditions en-route

Compared to the HRCs presented in the previous version of the APAS (APAS 2021), three of the top five HRC of the APAS 2022 are the as in APAS 2021. These three are ARC: Abnormal runway contact (in APAS 2021 on position 2), LOC-I: Loss of control – inflight (which was on position 3 in APAS 2021 and CTOL: Collision with obstacle(s) during take-off and landing

(which was on position 5 in APAS 2021). New in the APAS 2022 top five HRC are TURB: Turbulence encounter and LOLI: Loss of lifting conditions en-route (position 4 and 5 on the HRC list above).

All occurrences collected by means of the European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS) events were reviewed in the period from 01 January 2021 to 31 December 2021. With due regard to tracking of highest risk, occurrences were selected for further processing by assigned area experts/teams. From the overall processing rate of occurrences and otherwise detected concrete or potential safety deficiencies, safety trends were recorded, while the entirety of all other occurrences are continuously monitored.

With respect to those aviation stakeholders having a safety management system (SMS) in place, risk management is conducted as part of their SMS framework. Based on the suggested corrective action(s)/mitigating measure(s), decisions are taken in the context of scheduled surveillance activities. Such decisions reflect whether the proposed measures are sufficient and suitable to identify the root cause(s), potential causal and contributing factors, and therefore reduce the identified risk to an acceptable level.

4.3 Other Safety Risks

In addition to the national operational safety risks listed in the Austrian Plan for Aviation Safety, Austria has identified other safety issues and initiatives selected for the APAS. These are given priority since they are aimed at enhancing and strengthening Austria's safety oversight capabilities and the management of aviation safety at the national level.

The eight critical elements (CEs) of a safety oversight system are defined by ICAO. Austria is committed to the effective implementation of these eight CEs, as part of its overall safety oversight responsibilities, which emphasize Austria's commitment to safety in respect of its aviation activities. The eight CEs are presented in Figure 1 below.

Figure 1: Eight critical elements of a State's safety oversight system
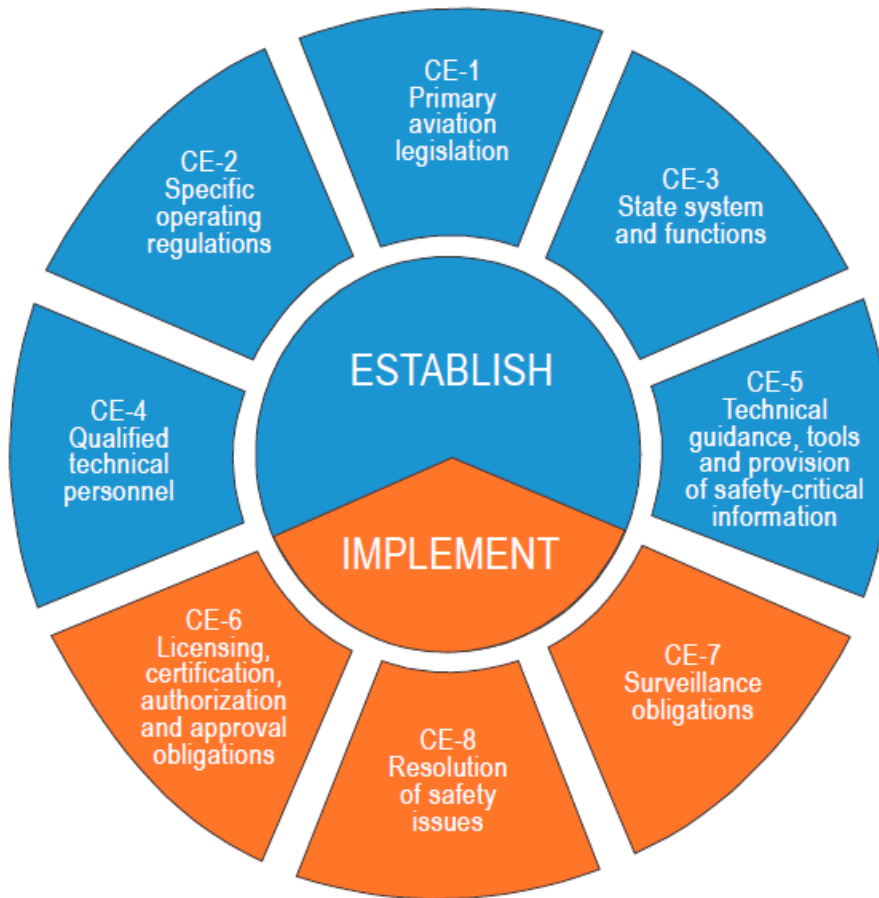
The latest ICAO activity[5] in 2019, which aims to measure the effective implementation of the eight CEs of Austria's safety oversight system, as part of the ICAO Universal Safety Oversight Audit Programme (USOAP), has resulted in the following scores as per December 31st 2021:

Overall EI score[6]: **93,35 % / 92,75%**

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[5] The latest ICAO activity was an off-site validation, which took place in summer/autumn 2019.
[6] see Note 8

Table 9: EI Score by CE

Critical Element	Scores (Initial[7] and Adjusted[8])
CE-1	100,00 % / 100,00 %
CE-2	95,92 % / 94,74 %
CE-3	96,20 % / 94,74 %
CE-4	94,52 % / 92,50 %
CE-5	82,35 % / 79,41 %
CE-6	96,96 % / 97,14 %
CE-7	93,51 % / 93,55 %
CE-8	90,70 % / 94,44 %

Table 10: EI Score by Area[9]

Area	Score (Initial[7] and Adjusted[8])
LEG	95,45 % / 95,45 %
ORG	81,82 % / 77,78 %
PEL	100,00 % / 100,00 %
OPS	96,64 % / 96,97 %
AIR	100,00 % / 100,00 %
AIG	68,89 % / 66,67 %
ANS	100,00 % / 100,00 %
AGA	88,41 % / 86,84 %

[7] Effective Implementation (EI) result as listed in the Final Report of the activity.
[8] Effective Implementation (EI) adjusted to the current set of Protocol Questions (PQs). The current list/set of Protocol Questions is updated from time to time, thus the content and the number of PQs may vary from year to year which results in an adjusted EI value.
[9] Eight audit areas pertaining to USOAP, i.e. primary aviation legislation and civil aviation regulations (LEG), civil aviation organization (ORG); personnel licensing and training (PEL); aircraft operations (OPS); airworthiness of aircraft (AIR); aircraft accident and incident investigation (AIG); air navigation services (ANS); and aerodromes and ground aids (AGA).

5 Monitoring of the Implementation

Austria will continuously monitor the implementation of the actions listed in the Appendix of the APAS and measure safety performance of the national civil aviation system, to ensure the intended results are achieved using the mechanisms presented in the appendix to this plan.

Since the Austrian Plan for Aviation Safety is a living document, Austria will review the APAS every year to keep the identified safety risks, safety issues and selected actions updated and relevant as well to ensure inclusion of new emerging safety tasks and actions/measures taken. In addition, the yearly update of the APAS ensures that all relevant MSTs of the latest edition of the EPAS are addressed and that the responsible authority/ies has/have verified and updated their Action Points, if required.

Through close monitoring of the actions, the Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology will update the APAS accordingly.

Austria has adopted a standardized approach to provide information at the regional level, for reporting to the RESG, the EASPG and to EASA. This allows the region to receive information and assess safety risks using common methodologies.

The Austrian Plan for Aviation Safety contains a number of action points, which are separated in three different chapters. Chapter 1 contains all relevant actions stemming from the European Plan for Aviation Safety. Chapter 2 contains national actions, stemming from the Austrian Risk Management System. In Chapter 3 actions from the Regional Aviation Safety Plan are listed.

Each SEI is assigned to one or more responsible authority/ies in charge of proper implementation and monitoring of the specific safety tasks and actions/measures to be taken as well as coordination, if necessary.

6 List of Actions

6.1 Chapter 1 – European Plan for Aviation Safety

On the following pages relevant actions from the European Plan for Aviation Safety are presented.

APAS-MST.0001: Member States to give priority to the work on SSPs

In the implementation and maintenance of the SSP, Member States shall in particular:

- ensure effective implementation of the authority requirements and address deficiencies in oversight capabilities, as a prerequisite for effective SSP implementation,
- ensure effective coordination between State authorities having a role in safety management,
- ensure that inspectors have the right competencies to support the evolution towards risk- and performance-based oversight,
- ensure that policies and procedures are in place for risk- and performance-based oversight, including a description of how an SMS is accepted and regularly monitored,
- consider civil-military coordination aspects where relevant for State safety management activities, with a view to identifying where civil-military coordination and cooperation will need to be enhanced to meet SSP objectives,
- establish policies and procedures for safety data collection, analysis, exchange and protection, in accordance with Regulation (EU) No 376/2014
- establish a process to determine SPIs at State level addressing outcomes and processes,
- ensure that an approved SSP document is made available and shared with the other Member States and EASA,
- ensure that the SSP is regularly reviewed and that the SSP effectiveness is regularly assessed.

Table 11: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	in progress
EPAS Dependency	MST.0028

Table 12: Involved parties

Item	Authority/Authorities
Owner of the action	BMK-OZB Department IV/L4
Affected Austrian authorities	BMK-OZB, ACG-LFA, OeAeC-FAA, SUB
Affected Stakeholders or foreign authorities	none

Table 13: Deliverable(s)

Deliverable(s)	Intended deadline
AASSP documents made available	31st December 2021
AASSP effectively implemented	31st December 2025

Table 14: Progress of implementation and changes since last APAS edition

Date	Measure(s)
Q4/2022	Implementation of AASSP training for authority staff
	Development of APAS 2022

APAS-MST.0002: Promotion of SMS

Member States should encourage dissemination and implementation of safety promotion material developed by the European Safety Promotion Network, the SMICG and other relevant sources of information on the subject of safety management.

The latest SMICG deliverables include:

- Revised Guidance on SMS for Small Organisations: Considerations for Regulators
- Attitudes and Behaviours for effective SMS (brochure)
- Revised SMS Integration guidance – Points to Consider
- Revised SSP Assessment Tool (reflecting ICAO Annex 19 Amendment 1)

Forthcoming SMICG material:

- Effective Surveillance Following the Introduction of SMS
- Management of Change at State Level: Considerations
- Safety Manager's Role in SMS, including competency and training requirements
- Performance-Based/Risk-Based Oversight
- Updated Safety Management Terminology
- Tool and guidance for evaluating inspector SMS competency

Latest EASA material:

- Guidance on Acceptable Level of Safety Performance (ALoSP), Safety Performance Management and Safety Assurance within the EU environment
- EASA COVID-19 Resources, including the aviation safety issues arising from the COVID-19 pandemic and the role of operators' management systems in the COVID-19 recovery phase
- SMS in CAMO: practical implementation (presentations and takeaways)

Table 15: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	Ongoing
EPAS Dependency	MST.0001 and SPT.0057

Table 16: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – AASSP Promotion Group
Affected Austrian authorities	BMK – AASSP Promotion Group
Affected Stakeholders and foreign authorities	all

Table 17: Deliverable(s)

Deliverable(s)	Intended deadline
Guidance/training material/best practices	Continuous

Table 18: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Eine Planung der Maßnahmen erfolgt. Diese Maßnahmen unterliegen einem „Monitoring" und damit einer Bewertung. Einzelne APAS Tasks aus dem Jahre 2022 werden im Jahr 2023 weitergeführt.

APAS-MST.0003: Member States should maintain a regular dialogue with their national aircraft operators on flight data monitoring programmes

a) Making the professionals concerned aware of the European operators FDM forum (EOFDM)

Member States shall publish on their website, as part of SMS-related information, general information on EOFDM activities.

Member States should organise an information event (physical meeting or teleconference) to present EOFDM good-practice documents to their AOC holders (CAT). Safety managers and FDM programme managers of all the operators concerned should be invited.

b) Promoting FDM good practice

Member States that have 10 or more operators running an FDM programme, should organise a workshop (physical meeting or teleconference) dedicated to EOFDM good-practice documents with the FDM specialists at these operators.

Table 19: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	in progress
EPAS Dependency	EVT.0009

Table 20: Involved parties

Item	Authority/Authorities
Owner of the action	ACG – LFA
Affected Austrian authorities	ACG – LFA
Affected Stakeholders and foreign authorities	AOC holders (CAT)

Table 21: Deliverable(s)

Deliverable(s)	Intended deadline
Information on EOFDM published in the SMS section of MS website	31st December 2024
Detailed report of the workshop	31st December 2024

Table 22: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Checking during surveillance activities that operational risks identified in the AASSP are covered by the FDM programmes of aircraft operators.
	Dialogue with other NAAs is established on a case-by-case basis for operators with AOCs in different states.

APAS-MST.0004: Include loss of control in flight in national SSPs

LOC-I shall be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.

Table 23: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	Ongoing
EPAS Dependency	none

Table 24: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – OZB
Affected Austrian authorities	ACG – LFA
Affected Stakeholders and foreign authorities	CAT, HF

Table 25: Deliverable(s)

Deliverable(s)	Intended deadline
SSP established	Continuous

Table 26: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Safety Review published: Austro Control GmbH - Safety Review (Q4/2021)

APAS-MST.0005: Include fire, smoke and fumes in national SSPs

This safety issue shall be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.

Table 27: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	Ongoing
EPAS Dependency	none

Table 28: Involved parties

Item	Authority/Authorities
Owner of the action	ACG – LFA
Affected Austrian authorities	ACG – LFA
Affected Stakeholders and foreign authorities	CAT, HF

Table 29: Deliverable(s)

Deliverable(s)	Intended deadline
SSP established	Continuous

Table 30: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Safety Review published: Austro Control GmbH - Safety Review (Q4/2021)

APAS-MST.0006: Include CFIT in national SSPs

Controlled flight into terrain shall be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.

Table 31: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	Ongoing
EPAS Dependency	none

Table 32: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – OZB
Affected Austrian authorities	ACG – LFA
Affected Stakeholders and foreign authorities	CAT, HF

Table 33: Deliverable(s)

Deliverable(s)	Intended deadline
SSP established	Continuous

Table 34: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Safety Review published: Austro Control GmbH - Safety Review (Q4/2021)

APAS-MST.0007: Include runway excursions in national SSPs

REs should be addressed by the MS on their SSPs in close cooperation with the aircraft operators, air traffic control, airport operators and pilot representatives. This will include as a minimum agreeing a set of actions and measuring their effectiveness. MS should implement actions suggested by the European Action Plan for the Prevention of Runway Excursions (EAPPRE) and monitor effectiveness.

Table 35: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	Ongoing
EPAS Dependency	none

Table 36: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – OZB
Affected Austrian authorities	ACG – LFA
Affected Stakeholders and foreign authorities	CAT, HF

Table 37: Deliverable(s)

Deliverable(s)	Intended deadline
SSP established	Continuous

Table 38: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Safety Review published: Austro Control GmbH - Safety Review (Q4/2021)

APAS-MST.0010: Include MACs in national SSPs

MACs shall be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness. MS should implement actions of the European Action Plan for Airspace Infringement Risk Reduction.

Table 39: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	Ongoing
EPAS Dependency	none

Table 40: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – OZB
Affected Austrian authorities	ACG – LFA
Affected Stakeholders and foreign authorities	CAT, HF

Table 41: Deliverable(s)

Deliverable(s)	Intended deadline
SSP established	Continuous

Table 42: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Safety Review published: Austro Control GmbH - Safety Review (Q4/2021)

APAS-MST.0014: Include runway incursions in national SSPs

RIs should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness. MS should implement actions suggested by the European Action Plan for the Prevention of Runway Incursions (EAPPRI).

Table 43: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	Ongoing
EPAS Dependency	none

Table 44: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – OZB
Affected Austrian authorities	ACG – LFA
Affected Stakeholders and foreign authorities	CAT, HF

Table 45: Deliverable(s)

Deliverable(s)	Intended deadline
SSP established	Continuous

Table 46: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Safety Review published: Austro Control GmbH - Safety Review (Q4/2021)

APAS-MST.0015: Helicopter safety events

Member States' NCAs, in partnership with industry representatives, should organise helicopter safety events annually or every 2 years. The ESPN-R (previously EHEST), VAST (previously IHSF), NCA, Heli Offshore or other sources of safety promotion material could be freely used and promoted.

Table 47: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	Ongoing
EPAS Dependency	none

Table 48: Involved parties

Item	Authority/Authorities
Owner of the action	ACG – LFA
Affected Austrian authorities	ACG – LFA
Affected Stakeholders and foreign authorities	Aircraft Operators – Helicopters, NCAs

Table 49: Deliverable(s)

Deliverable(s)	Intended deadline
Workshop/Safety events	Continuous

Table 50: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	The LFA is participating in helicopter industry safety related events as a key player.

APAS-MST.0016: Airspace infringement risk in General Aviation

National authorities should play the leading role in establishing and promoting local imple-mentation priorities and actions.

Table 51: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	Ongoing
EPAS Dependency	none

Table 52: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – OZB
Affected Austrian authorities	ACG – LFA, OeAeC – FAA
Affected Stakeholders and foreign authorities	GA, HF

Table 53: Deliverable(s)

Deliverable(s)	Intended deadline
Report	Continuous

Table 54: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Season Opener 2022: Austro Control GmbH - Season Opener 2022 - all Videos

APAS-MST.0018: Include ground safety in national SSPs

This safety issue shall be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.

Table 55: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	Ongoing
EPAS Dependency	none

Table 56: Involved parties

Item	Authority/Authorities
Owner of the action	BMK - L3
Affected Austrian authorities	BMK - L3
Affected Stakeholders and foreign authorities	CAT/HE, HF

Table 57: Deliverable(s)

Deliverable(s)	Intended deadline
SSP established	Continuous

Table 58: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q4/2022	Safety promotion activities will be continued because not all ground handling service providers have already implemented a safety management system on a voluntary basis.

APAS-MST.0019: Better understanding of operators' governance structure

Member States' CAs should foster a thorough understanding of operators' governance structure. This should in particular apply in the area of group operations[10].

Aspects to be considered include:

- extensive use of outsourcing,
- the influence of financial stakeholders, and
- controlling management personnel, where such personnel are located outside the scope of approval.

Note: The Agency will support this MST by providing guidance on how to effectively oversee group operations based on an overall concept for the oversight of such operations. This will consider work ongoing at ICAO level (cross-border operations) and include continuing airworthiness management aspects. The timeline is amended accordingly.

Table 59: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	in progress
EPAS Dependency	n.a.

Table 60: Involved parties

Item	Authority/Authorities
Owner of the action	ACG – LFA
Affected Austrian authorities	ACG – LFA
Affected Stakeholders and foreign authorities	AOC holders (CAT)

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[10] "Group operations" refers to operations performed by a group of aircraft operators sharing the same management system or belonging to the same "Mother Company".

Table 61: Deliverable(s)

Deliverable(s)	Intended deadline
Guidance material	31st December 2023

Table 62: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Austro Control plays a leading role in the practical implementation of the mentioned operators' governance structure since 2017. Examples are Easyjet, Eurowings, DHL, Zimex.

APAS-MST.0020: Loss of radar detection

On 5 and 10 June 2014, there were several occurrences of radar losses from ATC displays in central Europe. These events resulted in reduced capacity in some of the affected ATC sectors, in introduction of flow measures and in delays. As this type of events may also have a serious impact on safety, EASA was mandated by the EC to perform a technical investigation and propose recommendations.

The technical investigation concluded that the source of the interference was a system or installation, which over-interrogated the transponders on board aircraft not only at rates beyond their requirements but also beyond design limits.

MS are encouraged to implement the recommendations of the technical report and to consider implementation of other mitigation techniques against loss of detection of aircraft as a result of secondary surveillance radar (SSR) over-interrogation.

Table 63: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	implemented
EPAS Dependency	none

Table 64: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – L4
Affected Austrian authorities	BMK – L4
Affected Stakeholders and foreign authorities	CAT/HE

Table 65: Deliverable(s)

Deliverable(s)	Intended deadline
Report	31st December 2020

Table 66: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q4/2022	already implemented

APAS-MST.0024: "Due regard" for the safety of civil traffic over high seas (old Title: Loss of separation between civil and military aircraft)

States must have due regard for the safety of civil aircraft and must have established respective regulations for national State aircraft.

Several EU Member States had reported an increase in incidents involving close encounters between civil and military aircraft and more particularly an increase in non-cooperative international military traffic over the high-sea waters.

Taking into account this situation and the possible hazard to civil aviation safety, the EC mandated EASA to perform a technical analysis of the reported occurrences. The technical analysis issued a number of recommendations for the Member States:

- fully apply the ICAO Manual on Civil-Military Cooperation in Air Traffic Management (Doc 10088);
- closely coordinate to develop, harmonise and publish operational requirements and instructions for State aircraft to ensure that 'due regard' for civil aircraft is always maintained;
- support the development and harmonisation of civil/military coordination procedures for ATM at EU level and beyond if possible;
- report relevant occurrences to EASA; and
- facilitate/make primary surveillance radar data available in military ATC centres to civil ATC units. The objective of this action is to ensure that Member States follow up on the recommendations and provide feedback on the implementation.

EASA will analyse occurrences reported by Member States, with a view to considering the development of specific actions.

Table 67: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	not applicable
EPAS Dependency	MST.0001

Table 68: Involved parties

Item	Authority/Authorities
Owner of the action	none
Affected Austrian authorities	none
Affected Stakeholders and foreign authorities	AOC holders (CAT), aircraft operators (NCC), ATC providers

Table 69: Deliverable(s)

Deliverable(s)	Intended deadline
Report to EASA on related incidents and actions taken	31st December 2022

Table 70: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q4/2022	This action is not applicable to Austria because Austria does not have any high sea areas on their territory.

APAS-MST.0025: Improvement in the dissemination of safety messages

Member States should improve the dissemination of safety promotion and training material by their competent authorities, associations, flying clubs, insurance companies targeting flight instructors and/or pilots through means such as safety workshops and safety days/evenings.

This should consider EASA safety promotion deliverables and content.

Table 71: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	in progress
EPAS Dependency	SPT.0125

Table 72: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – OZB
Affected Austrian authorities	ACG – LFA, OeAeC – FAA
Affected Stakeholders and foreign authorities	General Aviation

Table 73: Deliverable(s)

Deliverable(s)	Intended deadline
Safety workshops and safety days/evenings	31st December 2023

Table 74: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Season Opener 2022: <u>Austro Control GmbH - Season Opener 2022 - all Videos</u>

APAS-MST.0026: SMS assessment

Without prejudice to any obligations stemming from the SES ATM Performance Scheme, Member States should make use of the EASA management system assessment tool to support risk- and performance-based oversight. Member States should provide feedback to EASA on how the tool is used for the purpose of standardisation and continual improvement of the assessment tool.

Member States should regularly inform EASA about the status of compliance with SMS requirements and SMS performance of their industry.

Note that the EASA Management System assessment tool is under revision to include Continuing Airworthiness Management Organisations (CAMOs) – a draft version is available on request. A new editable version, which will include Part 21 and Part-145, will be available in 2022.

Table 75: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	Ongoing
EPAS Dependency	MST.0001 and MST.0032

Table 76: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – OZB
Affected Austrian authorities	ACG – LFA
Affected Stakeholders and foreign authorities	Air operators – CAT & NCC, CAMOs, ATOs, AeMCs, ADR operators

Table 77: Deliverable(s)

Deliverable(s)	Intended deadline
Feedback on the use of the management system assessment tool	Continuous with annual reporting
Feedback on the status of SMS compliance	Continuous with annual reporting

Table 78: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Annual report delivered to EASA.

APAS-MST.0027: Promotion of safety culture in GA

Member State NCAs should include provisions to facilitate and promote safety culture (including just culture) in GA as part of their State safety management activities in order to foster positive safety behaviours and encourage occurrence reporting. EASA will support this MST by providing promotion material and guidance to support Member States in that task.

Table 79: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	Ongoing
EPAS Dependency	none

Table 80: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – OZB
Affected Austrian authorities	ACG – LFA, OeAeC - FAA
Affected Stakeholders and foreign authorities	General Aviation

Table 81: Deliverable(s)

Deliverable(s)	Intended deadline
Provisions to facilitate and promote safety culture as part of SSP/SPAS	Continuous

Table 82: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Season Opener 2022: Austro Control GmbH - Season Opener 2022 - all Videos

APAS-MST.0028: Member States to establish and maintain a State Plan for Aviation Safety

Member States shall ensure that a State Plan for Aviation Safety (SPAS) is maintained and regularly reviewed. Member States shall identify in SPAS the main safety risks affecting their national civil aviation safety system and shall set out the necessary actions to mitigate those risks. In doing so, Member States shall consider the pan-European safety risk areas identified in EPAS for the various aviation domains as part of their safety risk management (SRM) process and, when necessary, identify suitable mitigation actions within their SPAS. In addition to the actions, SPAS shall also consider how to measure their effectiveness. Member States shall justify why action is not taken for a certain risk area identified in EPAS.

The pan-European top key risk areas as determined through the EU SRM currently are:

- For CAT and NCC aeroplanes: airborne collision, runway excursions, aircraft upset in flight (cf. Chapter6)
- For rotorcraft operations: helicopter upset in flight, obstacle collision, terrain collision and airborne collision (cf. Chapter 7)
- For GA/NCO: aircraft upset in flight, terrain collision, obstacle collision in flight
- For GA/Sailplanes: aircraft upset in flight, terrain collision, obstacle collision in flight
- For GA/Balloons: obstacle collision in flight, balloon landings, fire and smoke (cf. chapter 8 of EPAS)

In addition, the specific safety risks included in the COVID-19 safety risk portfolio shall be assessed and the State risk picture updated accordingly.

The SPAS shall describe how the plan is developed and endorsed, including collaboration with different entities within the State, with industry and other stakeholders (unless this is described in the SSP document), include safety objectives, goals, indicators and targets (unless these are included in the SSP document), reflect the EPAS actions as applicable to the State, and identify the main safety risks at national level in addition to the ones identified in EPAS.

Member States shall ensure that their SPAS is made available to relevant stakeholders and are invited to share it with the other Member States and EASA.

Table 83: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	in progress
EPAS Dependency	MST.0001

Table 84: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – L4
Affected Austrian authorities	BMK-OZB, ACG-LFA, OeAeC-FAA, SUB
Affected Stakeholders and foreign authorities	ALL

Table 85: Deliverable(s)

Deliverable(s)	Intended deadline
SPAS established	31st December 2021
SPAS reviewed	31st March 2024

Table 86: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q4/2022	State Safety Plans are developed, maintained and published since 2018.

APAS-MST.0029: Implementation of SESAR runway safety solutions

Member States should, as part of their State safety management activities, evaluate, together with ADR operators, AOC holders and ANSPs, the need to implement the related SESAR solutions such as those related to ground situational awareness, airport safety net vehicles, and enhanced airport safety nets46.

The results of such evaluation should be recorded in the SPAS.

These SESAR solutions (solutions #01, #02, #04, #26, #47, #48, #70), designed to improve runway safety, should be considered as far as it is feasible.

Note: In the course of 2023, EASA will reassess the relevance and alignment of the EPAS with the SESAR programme, which may lead to changes regarding the SESAR related MSTs.

Table 87: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	in progress
EPAS Dependency	none

Table 88: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – L4
Affected Austrian authorities	BMK – L4
Affected Stakeholders and foreign authorities	ADR operators, AOC holders, ANSPs and NCAs

Table 89: Deliverable(s)

Deliverable(s)	Intended deadline
SPAS established	31st December 2021
SPAS reviewed	31st March 2024

Table 90: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q4/2022	STCA fully deployed and implemented in all TMAs of FIR Wien for tracks eligible as target tracks down to 2100 ft. With regard to SESAR Solution #60, STCA function is already using the Multi-Hypothesis STCA Algorithm functionality.

APAS-MST.0030: Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and in terminal manoeuvring areas

Member States should, as part of their State safety management activities, evaluate to-gether with the ANSPs that are delegated to provide services in their airspace the needs for implementing the SESAR solutions related to enhanced short-term conflict alerts (STCA) / enhanced safety nets35 such as solutions #60 and #69. These SESAR solutions, designed to improve safety, should be implemented as far as practically possible.

The results of such evaluation should be recorded in the SPAS.

NOTE: In the course of 2023 EASA will reassess the relevance and alignment of the EPAS with the SESAR programme, which may lead to changes regarding the SESAR related MSTs.

Table 91: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	not applicable
EPAS Dependency	none

Table 92: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – L4
Affected Austrian authorities	BMK – L4
Affected Stakeholders and foreign authorities	ANSP

Table 93: Deliverable(s)

Deliverable(s)	Intended deadline
SPAS established	31st December 2021
SPAS reviewed	31st March 2024

Table 94: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q4/2022	Dies reduziert deutlich die Frequenzbelastung, was der Ground Surveillance dienlich ist, hat sonst aber keinen Einfluss auf unsere ACG Serviceerbringung. Die TCAS Informationen die wir in unseren Systemen auswerten und verwenden, bleiben unbeeinflusst bestehen

APAS-MST.0031: Implementation of SESAR solutions aiming to facilitate safe instrument flight rules operations

Member States together with their ANSPs and their flight procedure designers (if different from the ANSPs) should, as part of their State safety management activities, evaluate the possibility to establish a network of low-level IFR routes in their airspace to facilitate safe helicopter operations. These SESAR solutions, such as solution #113, which are designed to improve safety, should be implemented as far as it is feasible.

The results of such evaluation should be recorded in the SPAS.

Note: In the course of 2023, EASA will reassess the relevance and alignment of the EPAS with the SESAR programme, which may lead to changes regarding the SESAR related MSTs.

Table 95: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	in progress
EPAS Dependency	none

Table 96: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – L4
Affected Austrian authorities	BMK – OZB
Affected Stakeholders and foreign authorities	Aircraft Operators – Helicopters, NCAs

Table 97: Deliverable(s)

Deliverable(s)	Intended deadline
IFR routes/report	31st December 2025
In 2018, Austro Control finished the full development (from design to operational implementation) for the first Point In Space rotorcraft procedures within Austria for three helipads locations. In a subsequent stage, the rotorcraft environment will be enhanced by low-level IFR routes planned for operational implementation at the earliest in 2024.	31st December 2025

Table 98: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
QX/YYYY	
QX/YYYY	

APAS-MST.0032: Oversight capabilities/focus areas

(a) Availability of adequate personnel in CAs

Member States shall ensure that adequate personnel are available to discharge their safety oversight responsibilities.

(b) Cooperative oversight in all sectors

Member States shall ensure that the applicable authority requirements are adhered to in all sectors. The objective is to ensure that each organisation's activities are duly assessed, known to the relevant authorities and that those activities are adequately overseen, either with or without an agreed transfer of oversight tasks.

Note: EASA will continue to support CAs in the practical implementation of cooperative oversight, e.g. benefitting from the outcome of the trial projects conducted between the United Kingdom, Norway, France, Czech Republic, as well as with exchanges of best practices and guidance.

(c) Organisations management system in all sectors

Member States shall foster the ability of CAs to assess and oversee the organisations' management system in all sectors. This shall focus in particular on safety culture, the governance structure of the organisation, the interaction between the risk identification/assessment process and the organisation's monitoring process, the use of inspection findings and safety information such as occurrences, incidents, and accidents and, where applicable, flight data monitoring. This should lead CAs to adapt and improve their oversight system.

Table 99: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	in progress
EPAS Dependency	none

Table 100: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – OZB
Affected Austrian authorities	BMK-OZB, ACG-LFA, OeAeC-FAA, SUB
Affected Stakeholders and foreign authorities	All

Table 101: Deliverable(s)

Deliverable(s)	Intended deadline
SPAS established	31st December 2021
SPAS reviewed	31st March 2024

Table 102: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Integrated oversight planning process in Austro Control "Luftfahrtagentur" developed.

APAS-MST.0033: Language proficiency requirements – share best practices, to identify areas for improvement for the uniform and harmonised language proficiency requirements implementation

Member States should provide feedback to EASA on how the LPRI takes place, including that ATOs deliver training in English, for the purpose of harmonisation and uniform implementation.

Note

EASA will collect such feedback at the opportunity of the various Standardisation activities.

Table 103: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	Ongoing
EPAS Dependency	SPT.0105

Table 104: Involved parties

Item	Authority/Authorities
Owner of the action	ACG – LFA
Affected Austrian authorities	ACG – LFA
Affected Stakeholders and foreign authorities	Member States, ANSPs, ATCOs, TOs, pilot licence holders and students

Table 105: Deliverable(s)

Deliverable(s)	Intended deadline
Feedback on the implementation status	Continuous

Table 106: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Austro Control actively participates in ICAO LPRI work-group.

APAS-MST.0034: Oversight capabilities/focus area: flight time specification schemes

Member States shall ensure that the national competent authorities (NCAs) possess the required competence to approve and oversee the operators' flight time specification schemes; in particular, those including fatigue risk management. NCAs should focus on the verification of effective implementation of processes established to meet requirements on operator's responsibilities and to ensure an adequate management of fatigue risks. NCAs should consider the latter when performing audits of the operator's management system.

Feedback from States on the implementation of this action is normally obtained via EASA Standardisation activities.

Table 107: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	in progress
EPAS Dependency	none

Table 108: Involved parties

Item	Authority/Authorities
Owner of the action	ACG – LFA
Affected Austrian authorities	ACG – LFA
Affected Stakeholders and foreign authorities	AOC holders (CAT)

Table 109: Deliverable(s)

Deliverable(s)	Intended deadline
Report on actions implemented to foster NCA's oversight capabilities	31st December 2023

Table 110: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Checking during surveillance activities that Flight time Specification Schemes of aircraft operators also covers fatigue risk management.

APAS-MST.0035: Oversight capabilities/focus area: fraud cases in Part-147

Member States should focus on the risk of fraud in examinations, including by adding specific items in audit checklists and collecting data on the actual cases of fraud. They may exchange and share information as part of collaborative oversight.

Table 111: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	Ongoing
EPAS Dependency	SPT.0106

Table 112: Involved parties

Item	Authority/Authorities
Owner of the action	ACG – LFA
Affected Austrian authorities	ACG – LFA
Affected Stakeholders and foreign authorities	NCAs, AMTOs

Table 113: Deliverable(s)

Deliverable(s)	Intended deadline
Feedback on the implementation status	Continuous

Table 114: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Collect data on the actual cases of fraud exchange and share information as part of collaborative oversight via SINAPSE.

APAS-MST.0036: PPL/LAPL learning objectives in the Meteorological Information part of the PPL/LAPL syllabus

Member States should develop proportionate learning objectives in the 'Meteorological Information' part of the PPL/LAPL syllabus.

Such learning objectives to be of a basic, non-academic nature and address key learning objectives in relation to:

- practical interpretation of ground based weather radar, strengths and weaknesses;
- practical interpretation of meteorological satellite imagery, strengths and weaknesses;
- forecasts from numerical weather prediction models, strengths and weaknesses.

Table 115: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	in progress
EPAS Dependency	none

Table 116: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – OZB
Affected Austrian authorities	ACG – LFA, OeAeC – FAA
Affected Stakeholders and foreign authorities	NCAs, PPL/LAPL pilots, TOs

Table 117: Deliverable(s)

Deliverable(s)	Intended deadline
Learning objectives, with related question bank	31st December 2023

Table 118: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Learning objectives added into the syllabus and the question database for PPL theoretical exams.
	Respective syllabi will be revised accordingly

APAS-MST.0037: Foster a common understanding and oversight of Human Factors

The task includes some preparatory activities, which will be performed by EASA with the support of the Human Factor Collaborative Analysis Group (HF CAG) in terms of:

• development of guidance and tools for the competency assessment of regulatory staff before and after training;
• guidance for the appropriate level of Human Factors competency for Human Factors trainers;
• development of promotion material to be provided as guidance to Member States and encourage implementation.

These guidance and tools will be provided to the MS competent authorities to organise the implementation of the competency framework, and plan and conduct the training for the respective regulatory staff.

Table 119: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	in progress
EPAS Dependency	SPT.0115

Table 120: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – OZB
Affected Austrian authorities	BMK-OZB, ACG-LFA, OeAeC-FAA, SUB
Affected Stakeholders and foreign authorities	NCAs

Table 121: Deliverable(s)

Deliverable(s)	Intended deadline
Guidance for competency assessment of regulatory staff	31st December 2023
Guidance for competency for trainers	31st December 2023

Table 122: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Luftfahrtagentur participated in the Austro Control Safety Culture Survey: <u>Safety Culture Survey bis 8. Oktober! (austrocontrol.at)</u>
	Human Factors included in BR as well as in EU Regulation 139/2014 and therefore part of training programmes and plans of aerodromes.
	Just culture already implemented in ÖAeC.
	In the area of ANS, the ANSP has established mandatory human factors training in accordance with Regulation (EU) 2017/373.

APAS-MST.0038: Airspace complexity and traffic congestion

Member States should consider 'airspace complexity' and 'traffic congestion' as safety-relevant factors in airspace changes affecting uncontrolled traffic, including the changes along international borders.

Table 123: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	not applicable
EPAS Dependency	SPT.0120

Table 124: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – L4
Affected Austrian authorities	BMK – L4 and ACG – LFA
Affected Stakeholders and foreign authorities	Pilots, Aircraft operators - All, NCAs, ANSPs

Table 125: Deliverable(s)

Deliverable(s)	Intended deadline
Best practice	31st December 2023

Table 126: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q4/2022	In case of changes to the airspace, the complexity as well as the potential for traffic congestions is always considered from the ANSP during the regularly held "capacity review meetings". If required, EUROCONTROL NM is asked to implement specific scenarios or implement. Additionally changes are discussed amongst the different stakeholders in course of the ATC-OPS-Meetings, between military and NSA during the quarterly held meetings and in case of cross-border changes in the mutual agreed letters of agreement between the concerning ANSPs.

APAS-MST.0039: Safety promotion to support ramp-up / safe return to operations

Member States should manage a dedicated safety promotion campaign in support of safe ramp-up / return to operations, making use of the safety promotion campaigns and deliverables provided by EASA.

Table 127: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	new
EPAS Dependency	SPT.0122

Table 128: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – OZB
Affected Austrian authorities	BMK-OZB, ACG-LFA, OeAeC-FAA, SUB
Affected Stakeholders and foreign authorities	All

Table 129: Deliverable(s)

Deliverable(s)	Intended deadline
Guidance/training material/best practices	31st December 2022

Table 130: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	ACG-promotion material: <u>Austro Control GmbH - Safety Focus - COVID19</u>. Due to extremely limited operations at aerodromes in 2020 and 2021, CA released temporary guidelines for operations during the pandemic. On the path to return to normal operation CA gradually lifted temporary guidelines step by step and implemented focused inspections. Safety promotion will be published if situation (ramp up after Covid 19) changes (currently no more issue)

APAS-MST.0040: Safety and security reporting coordination mechanism

Without prejudice to the obligations stemming from Regulation (EU) No 376/2014, Member States shall ensure that appropriate coordination mechanisms are established between safety and security reporting systems in order to allow for an integrated approach to the management of risks.

Table 131: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	in progress
EPAS Dependency	RMT.0720

Table 132: Involved parties

Item	Authority/Authorities
Owner of the action	BMK – OZB
Affected Austrian authorities	ACG – LFA
Affected Stakeholders and foreign authorities	All

Table 133: Deliverable(s)

Deliverable(s)	Intended deadline
Coordination mechanism established	31st December 2023

Table 134: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	Draft Regulation from Commission commented.
	Security reporting is included in already implemented reporting systems.

APAS-MST.0041: Harmonisation in Helicopter AOC approvals, procedures and documents

Member States should harmonise and, to the extent possible, simplify the application processes in the area of commercial operations with helicopters, including the use of common application forms and compliance lists with an indicative scope as follows:

- establish a harmonised process, a standardised checklist/guide for application for and changes to a helicopter AOC
- (OPS SPECs), with possible extension to CAMOs and ATOs;
- harmonise the process to add/remove a helicopter from the AOC;
- harmonise/standardise Member States' practices and development of a common application process
- (e.g. common application form for the removal of an item from the MEL);
- develop guidance on the implementation of the EFB provisions with regard to the versatility of helicopter operations.

The Agency will facilitate and support the development of this task with the Helicopter Expert Group, a Subgroup of the Air OPS TEB.

Table 135: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	not applicable
EPAS Dependency	n.a.

Table 136: Involved parties

Item	Authority/Authorities
Owner of the action	ACG – LFA
Affected Austrian authorities	ACG – LFA
Affected Stakeholders and foreign authorities	Aircraft Operators - CAT – Helicopters, ATOs (aircrew), CAMOs, NCAs

Table 137: Deliverable(s)

Deliverable(s)	Intended deadline
Coordination mechanism established	31st December 2024

Table 138: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2023	Austria has recently updated the above-mentioned procedures and it is still in the phase of implementation of the EASA Toolbox Checklist.
	This topic has not generated any safety related concern neither does Austria have any indication that the actual administrative processes used by Austro Control as the competent authority in Austria, could develop any risk.

APAS-MST.0042: Assessment of safety culture at air operators

A strong safety and reporting culture is an essential enabler of an effective management system. This task aims to improve the Member States' capacity to assess the safety culture at air operators involved in CAT operations, and it complements EPAS action RES.0053 'Mapping the socio-economic impact on aviation safety'.

In a first phase (2023), in order to support national competent authorities (NCAs), EASA will develop guidance and practical tools to measure safety culture at air operators. As soon as finalised, such guidance and tools will be made available to the Member States. This phase will be an interactive phase where contributions/feedback from MS and industry stakeholders will be sought.

In a second phase (2024), the task for Member States will consist in including the assessment of safety culture of air operators in their oversight programmes with the support of the EASA guidance and practical tools. Based on the outcome of the first phase, the scope and details of the second phase will be further discussed and adjusted in EPAS 2024-2026.

Table 139: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	new
EPAS Dependency	EPAS MST.0026

Table 140: Involved parties

Item	Authority/Authorities
Owner of the action	ACG – LFA
Affected Austrian authorities	ACG – LFA
Affected Stakeholders and foreign authorities	AOC holders (CAT)

Table 141: Deliverable(s)

Deliverable(s)	Intended deadline
Coordination mechanism established	30th June 2024

Table 142: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2023	new

6.2 Chapter 2 – Austrian Safety and Risk Management Process

On the following pages relevant actions from the Austrian Safety and Risk Management Process, which will be implemented in Austria, are presented.

NAP.001 – Impact of substantial structural / organisational changes within aviation organisations, including fleet transition, with respect to the area of airworthiness

National Action Point	Action	Status	Responsibility
NAP.001-01	Conduct of gap-analyses along with management of change; consideration along with the conduct of certification and surveillance activities; establishment of a risk model for tailored inspection programmes.	implemented	ACG – LFA

NAP.002 - Operation of complex aircraft in non-AOC environment

National Action Point	Action	Status	Responsibility
NAP.002-01	Issuance of Air Navigation Order (LTH) 71.	implemented	ACG – LFA

NAP.003 - Loss of thrust resulting in ETOPS degradation

National Action Point	Action	Status	Responsibility
NAP.003-01	Modification of maintenance programmes.	implemented	ACG – LFA

NAP.004 - Smoke/smell events in cockpit and cabin

National Action Point	Action	Status	Responsibility
NAP.004-01	Modification of maintenance programmes and awareness training with respect to ground handling requirements; periodic meetings among air operators and the LFA inspectorates regarding causes for smoke/smell events.	implemented	ACG – LFA

NAP.005 - Degradation of aviation safety caused by drone operation

National Action Point	Action	Status	Responsibility
NAP.005-01	Awareness training for drone operators; mobile App "Drone Space" (airspace restrictions/limitations, geographical zones).	implemented	ACG – LFA

NAP.006 - Crew quality

National Action Point	Action	Status	Responsibility
NAP.006-01	Conduct of workshops, development of guidance material, provision of specialized training courses; verification during the performance of surveillance activities to ensure consideration of mental health issues in the aeromedical examination process performed by AMEs.	ongoing	ACG – LFA

NAP.007 - Operation of AOC holders in different States with shared and centralised services

National Action Point	Action	Status	Responsibility
NAP.007-01	Coordination and sharing of information among pertinent authorities in the context of occurrence management and surveillance activities.	in progress	ACG – LFA

NAP.008 - Unsafe events related to helicopter operations in mountainous environment

National Action Point	Action	Status	Responsibility
NAP.008-01	Increase of awareness along with safety promotion initiatives; increased involvement and initiative in working groups to identify improvements to ensure risk reduction on the national level.	ongoing	ACG – LFA

NAP.009 - Pilot skills

National Action Point	Action	Status	Responsibility
NAP.009-01	Monitoring of results of pre-evaluation test submitted by ATOs/DTOs; onsite Inspection/monitoring of theoretical training performance.	ongoing	ACG – LFA
NAP.009-02	Monitoring of training concepts and effectivity of classroom training.	ongoing	ACG – LFA

NAP.010 - Operational impact of pilot incapacitation related to physical and mental health issues

National Action Point	Action	Status	Responsibility
NAP.010-01	Training of AMEs to increase awareness of pilots; development of pertinent guidance material for AMEs.	ongoing	ACG – LFA
NAP.010-02	Inclusion of pilot information along with safety promotion activities.	ongoing	ACG – LFA

NAP.011 – Dangerous goods as air cargo

National Action Point	Action	Status	Responsibility
NAP.011-01	Address documentary deficiency, package deficiency, undeclared dangerous goods and damages during cargo handling in the supervision of the relevant stakeholders.	ongoing	ACG – LFA

NAP.012 – Dangerous goods carried by passengers or crew

National Action Point	Action	Status	Responsibility
NAP.012-01	Address the prohibition of dangerous goods as baggage in the supervision of relevant stakeholders (airline operators / check-In) and during Passenger interviews.	ongoing	ACG – LFA

NAP.013 – Dangerous goods as air mail

National Action Point	Action	Status	Responsibility
NAP.013-01	Address the prohibition of dangerous goods as airmail in the supervision of the postal operators.	in progress	ACG – LFA

NAP.014 – Parts departing aircraft

National Action Point	Action	Status	Responsibility
NAP.014-01	Evaluation of related events and associated frequency.	n.a.	ACG – LFA

NAP.015 – Fuelling with passengers on board

National Action Point	Action	Status	Responsibility
NAP.015-01	Meeting with air operators to address generated findings on this topic.	n.a.	ACG – LFA

NAP.016 – Smoke/smell events in cockpit and cabin

National Action Point	Action	Status	Responsibility
NAP.016-01	Awareness initiatives with respect to ground handling requirements; periodic meetings among air operators and the LFA inspectorates regarding causes for smoke/smell events.	n.a.	ACG – LFA

NAP.017 – Prevailing market conditions for aircraft operators, including increase of competition elements

National Action Point	Action	Status	Responsibility
NAP.017-01	Assessment of potential systemic safety issues.	n.a.	ACG – LFA
NAP.017-02	Intensification of surveillance activities.	n.a.	ACG – LFA
NAP.017-03	Enhancement of communication with accountable managers, highlighting training needs/standards and safety culture/just culture topics.	n.a.	ACG – LFA
NAP.017-04	Expansion of interaction with air operator font line personnel, including just culture topics.	n.a.	ACG – LFA

NAP.018 – Crew quality

National Action Point	Action	Status	Responsibility
NAP.018-01	Conduct of examiner standardisation courses.	ongoing	ACG – LFA
NAP.018-02	Conduct of flight instructor refresher courses provided by Austrian ATOs and DTOs under Austro Control supervision.	ongoing	ACG – LFA
NAP.018-03	Assessments of nominated persons (primarily ATO management personnel) to ensure sufficient knowledge and expertise to achieve full compliance with applicable requirements.	ongoing	ACG – LFA
NAP.018-04	Revision of Flight Examiner Manual.	ongoing	ACG – LFA
NAP.018-05	Revisions of issued Austrian Air Crew Notices, including the documents ZPH FCL 2; ZPH FCL10; ZPH FCL 7; ZPH FCL8; and ZPH FCL5.	ongoing	ACG – LFA
NAP.018-06	Revision of issued ALTMOCs	ongoing	ACG – LFA

NAP.019 – Dangerous goods initially carried in hand luggage loaded along with checked baggage with lithium batteries

National Action Point	Action	Status	Responsibility
NAP.019-01	Conduct of gap and root cause analyses by air operators.	ongoing	ACG – LFA
NAP.019-02	Collaboration with air operators to address identified root causes.	in progress	ACG – LFA

NAP.020 – Safe transport of dangerous goods by air in general

National Action Point	Action	Status	Responsibility
NAP.020-01	Conduct of load securing training for the entities involved in the transport of dangerous goods, such as shippers, packers, freight forwarders, integrators, ground handling agents, airport operators, training providers, airline operators, and security companies.	ongoing	ACG – LFA
NAP.020-02	Launch of initiatives to evaluate the amount, type and potential risks, considering the extensive amount of mail sent by the national postal operator and commercial online shopping companies, possibly including dangerous goods.	in progress	ACG – LFA
NAP.020-03	Enhancement of supervision activities according to the identified risks related to the extensive amount of mail sent by commercial online shopping companies, containing dangerous goods.	in progress	ACG – LFA

NAP.021 – Lack of awareness of essential content included in the Aeronautical Information Publication (AIP)

National Action Point	Action	Status	Responsibility
NAP.021-01	Brainstorming of initiatives to enhance familiarity with AIP content and promote importance of its content.	ongoing	ACG – LFA

NAP.022 – Implementation of the EASA GA Roadmap on national level

National Action Point	Action	Status	Responsibility
NAP.022-01	Establishment of an implementation plan regarding the EASA GA Roadmap.	in progress	ACG – LFA
NAP.022-02	Actual implementation of the EASA GA Roadmap at national level, i.e. "Projekt Sportluftfahrt".	in progress	ACG – LFA

NAP.023 – Laser attacks

National Action Point	Action	Status	Responsibility
NAP.023-01	Coordination among CAA personnel and ATM service provider to enhance likelihood of identifying persons carrying out laser attacks.	ongoing	ACG – LFA
NAP.023-02	Increase of pilot awareness by means of incorporating provisions in operators' documentation.	ongoing	ACG – LFA

NAP.024 – Pilot skills

National Action Point	Action	Status	Responsibility
NAP.024-01	Implementation of enhanced safety actions, based on risk and performance, along with: • conduct of examiner training courses according to applicable regulations (initial/ refresher; total of 17 courses performed in 2019; 204 examiners informed); • performance of audits of 44 pilot training organisations (ATO plus DTO); and • preparation of selected safety topics for safety promotion purposes in close collaboration with other CAA Departments and the ANS service provider (refer to Part 3 of this document).	ongoing	ACG – LFA
NAP.024-02	Holding of regular information and collaboration sessions with the Austrian Aero-Club.	ongoing	ACG – LFA
NAP.024-03	Review and coordinated commenting of occurrences and draft reports on aircraft accident and serious incident investigation, including further dissemination of essential information and lessons learnt derived from analyses and final reports.	ongoing	ACG – LFA

NAP.025 – Establishment and implementation of an Information Security Management System (ISMS)

National Action Point	Action	Status	Responsibility
NAP.025-01	Coordination among relevant authorities on the establishment of an effective plan for the implementation of an information security management system.	in progress	OZB – L3 / ACG – LFA

NAP.026 – Implementation of COVID-19 Risk portfolio in RBO approach

National Action Point	Action	Status	Responsibility
NAP.026-01	Assess EASA COVID-19 risk portfolio to identify risks relevant for the Austrian aviation system.	In progress	OZB – L3 & L4 / ACG – LFA
NAP.026-02	Implement risks identified as relevant via the RBO-approach into the oversight system of the different sectors.	In progress	OZB – L3 & L4 / ACG – LFA

NAP.027 – Ensuring that the content of the Austrian AIP is always up-to-date

National Action Point	Action	Status	Responsibility
NAP.027-01	Development and implementation of a process to ensure that the content of the Austrian AIP is always up-to-date.	In progress	OZB – L4 / ACG – ANSP
NAP.027-02	Implementation of a process to ensure the identification and publication of significant difference between the SARPs/PANS/SUPPs and the State's regulations and practices in the State's AIP (ICAO USOAP CMA – PQ 1.205) Finding: The list of significant differences published in the AIP of Austria is not comprehensive and up-to-date. In addition, for several Annexes, this list does not indicate the amendment of the corresponding ICAO Annex which was considered.	In progress	OZB – L4 / ACG – ANSP

6.3 Chapter 3 – ICAO Regional Aviation Safety Plan

On the following pages relevant actions from the ICAO EUR Regional Aviation Safety Plan, which will be implemented in Austria, are presented.

APAS-EUR.SPT.0045: Safety Promotion on Disruptive Passengers
Develop Safety Promotion to support operators with the reduction of the risks associated with Disruptive/ Unruly Passengers.

Table 143: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	Ongoing
EPAS Dependency	n.a.

Table 144: Involved parties

Item	Authority/Authorities
Owner of the action	ACG – LFA
Affected Austrian authorities	ACG – LFA
Affected Stakeholders and foreign authorities	Air Operator Certificate Holders

Table 145: Deliverable(s)

Deliverable(s)	Intended deadline
Safety Promotion material	31st December 2023
Letter to affected organizations	31st December 2023

Table 146: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	new

APAS-EUR.SPT.0060: Promoting safety by improving technology

Encourage the installation and use of modern technology (e.g. weather information, moving maps, envelope protection, tablet applications, avoidance systems, angle of attack indicators, etc.)

Table 147: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	Ongoing
EPAS Dependency	n.a.

Table 148: Involved parties

Item	Authority/Authorities
Owner of the action	OeAeC – FAA
Affected Austrian authorities	OeAeC – FAA
Affected Stakeholders and foreign authorities	Recreational Aviation – aeroplane - non-commercial operations

Table 149: Deliverable(s)

Deliverable(s)	Intended deadline
Promotion campaign & incentives programmes	31st December 2023

Table 150: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	new

APAS-EUR.SPT.0063: Campaign on staying in control

Launch a campaign on staying in control covering topics such as aircraft performance, flight preparation and management, role of angle of attack, Threat and error management (TEM), upset and stall avoidance and recovery, and startle and surprise management.

The following Safety Promotion deliverables are available on the EASA website:

- Loss of Control (LOC-I)
- Loss of Control (LOC-I) in Approach and Landing
- Loss of Control (LOC-I) at Take-Off
- Crosswind final turn

Table 151: Status of the implementation and EPAS dependency

Item	Description
Status of the implementation of the action	Ongoing
EPAS Dependency	n.a.

Table 152: Involved parties

Item	Authority/Authorities
Owner of the action	OeAeC – FAA
Affected Austrian authorities	OeAeC – FAA
Affected Stakeholders and foreign authorities	Recreational Aviation – aeroplane - non-commercial operations

Table 153: Deliverable(s)

Deliverable(s)	Intended deadline
Safety Promotion campaign	31st December 2023

Table 154: Progress of Implementation and Changes since last APAS Edition

Date	Measure(s)
Q1/2022	new

Abbreviations

AASSP	Austrian Aviation State Safety Programme
AASSP-SC	Austrian Aviation State Safety Programme Steering Committee
ACG	Austro Control GmbH
AeMC	Aero Medical Centre
AGA	Aerodromes and Ground Aids
AIG	Aircraft Accident and Incident Investigation
AIR	Airworthiness of Aircraft
AME	Aero Medical Examiner
ANS	Air Navigation Service
ANSP	Air Navigation Service Provider
AOC	Air Operator Certificate
APAS	Austrian Plan for Aviation Safety
ARC	Abnormal runway contact
ATCO	Air Traffic Controller Licence
ATPL	Air Transport Pilot Licence aircraft and helicopter
ATO	Approved Training Organisations for helicopter
BMK	Austrian Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology
CAA	Austrian Federal Ministry for Climate Action, Environment,
CAMO	Austrian Federal Ministry for Climate Action, Environment,
CAST	Austrian Federal Ministry for Climate Action, Environment,
CE	Critical Element
CICTT	CAST/ICAO Common Taxonomy Team
CPL	Commercial Pilot Licence aircraft and helicopter
CTOL	Collision with obstacle(s) during take-off and landing
DTO	Declared Training Organisations for aircraft
EAP	European Action Point
EASA	European Union Aviation Safety Agency
EASP	European Aviation Safety Programme

EASPG	European Aviation System Planning Group
ECCAIRS	European Coordination Centre for Accident and Incident Reporting System
ECR-SRIS	European Central Repository for Safety Recommendations in Aviation
EI	Effective Implementation
EPAS	European Plan for Aviation Safety
FFS	Aircraft Full Flight Simulator
FNPT	Aircraft or helicopter Flight Navigation Procedure Training Device
FOT	Focused Attention Topics
GASP	Global Aviation Safety Plan
HRC	High Risk Category
ICAO	International Civil Aviation Organisation
ICAO EUR NAT	ICAO European and North Atlantic Office
LAPL	Light Aircraft Pilot Licence Medical
LEG	Primary Aviation Legislation and Civil Aviation Regulations
LOC-I	Loss of control – inflight
MAC	Airprox/ACAS alert/loss of separation/(near) mid-air collision
MST	Member State Tasks
NAP	National Action Point
NASP	National Aviation Safety Plan
NAV	Navigation error
NCC	Non-commercial operations with complex motor-powered aircraft or helicopter
ORG	Civil Aviation Organisation
OPS	Aircraft Operations
PEL	Personnel Licensing and Training
PPL	Private Pilot Licence aircraft and helicopter
RASP	Regional Aviation Safety Plan
RESG	Regional Expert Safety Group
SEI	Safety Enhancement Initiative
SMS	Safety Management System
SPO	Special Operation for aircraft and helicopter

SPT   Safety Promotion Tasks

USOAP   Universal Safety Oversight Audit Programme